PENSION BUSINESS BEHINDHAND. THE OFFICE UTTERLY UNABLE TO ATTEND TO THE BUSINESS LOADED UPON IT-THE FISHERIES-

MINOR NEWS. Inquiry at the Pension Office reveals the fact that business is behindhand there to an extraordinary degree. The Pension Arrears Act has completely overwhelmed the office. Secretary Evarts is preparing a note to the British Government on the subject of the fisheries. The suit against the lottery companies is to be carried into the Supreme Court of the United States. If the Postmastermore stringent measures.

THE PENSION OFFICE BLOCKADED. AN APPALLING ACCUMULATION OF BUSINESS WHICH CONGRESS REFUSES TO GRANT THE MEANS FOR

DISPOSING OF. INY TELEGRAPH TO THE TRIBUNE.! WASHINGTON, Nov. 9 .- The condition of affairs in

the Pension Office is appalling. The public is well aware that the work of the office upon original claims was already many months behindband when the Pension Arrears act was passed. The fact is somewhat startling that since that law went into operation last February almost nothing has been done with the vast number of new claims which have been presented. The simple work of making an alphabetical record of them has fallen behindhand, while many of the old records of the office have become worn out with the heavy use. The alphabetical record is of the wants to know when a claim is given to him for adjustment is whether a previous claim from the he learns by reference to the alphabetical record, upon which claims are entered when filed. The magnitude of the simple work of making this record may be judged by the fact that there are more than 170 solid pages of entries under the name of

The following facts are gathered from official fignres of the Pension Office, and tell their own story: From July 1, 1877, until October 31, 1879, there were filed 250,715 original claims of all kinds, and justed, showing that the office ran behind nearly 70,000 claims, or more than a whole year's work with its present force. To show what part of this is due to the Arrears act, it is found that previous to the passage of that act the office was running behindhand less than 1,000 claims per month, taking | in use, are becoming insecure from their long subjection an average for more than a year and a half. Since | to the peculiarly hard usage of the mail service. They the passage of the act the monthly average accumu-

was 2,156, while for July they numbered only 855. The amount of fees paid to claim agents for the year ending June 30, 1878, was about \$245,000, and for the fiscal year ending June 30, 1879, was about \$295,000. The latter sum was paid upon claims filed under the law which made the Government responsible for the fees, but which were adjusted after that law had been modified.

The appalling feature of the whole business is that under the present law the whole mass of claims, numbering more than 170,000 and accruing at the rate of 5,000 a month, must be adjusted without any opportunity being offered for the Government, through its agents, to come into personal contact with the applicant and examine into the justice and validity of his application. Experience proves that nearly one-half the claims presented are either numeritorious or actually fraudulent; and it is readily seen that a single claim of this class requires a greater amount of work in its examination than does a meritorious

claim.

Commissioner Bentley, who is justly regarded as one of the most energetic bureau officials in Washington, has lost no opportunity to bring this matter to the attention of Congress; and it is expected that he will, in his forthcoming annual report, and by personal conference with members of Congress, seek personal conference with members of Congress, seek to bring about a reorganization of the pension sys-

THE SUICIDAL ACT OF VIRGINIA. THE VOTE ON THE STATE DEBT REACTING HEAVILY

ON THE PROSPERITY OF THE STATE. WASHINGTON, Nov. 9 .- Gentlemen from the North

who have been engaged for some time in developing mining interests in Virginia report that the late vote is proving a heavy blow to the State. They have already received notice that capitalists who have been contemplating early investments there have abandoned their projects. Some who have made a start in business ventures in the State are considering how they can best wind up their affairs and return to the North. While the Debt-payers have made an earnest fight and while any present scaling down of the interest is impossible, because the Governor will veto any bills leoking in that direction, still the Pebt-payers are much discourged. They feel that the vote of the Repudiationists was so heavy as to inflict an injury upon the credit of the State which cannot be soon repaired.

THE FIGHT WITH THE LOTTERIES.

THE POSTMASTER-GENERAL DISPOSED TO GIVE NO

QUARTER AND PREPARED TO GO PURTHER THAN HE HAS ALREADY.

[BY TELEGRAPH TO THE TRIBUNE.] WASHINGTON, Nov. 9 .- The Louisville Lottery cases are to be taken to the Supreme Court of the United States. Should the action of the Department be upheld there, it is probable that the Postmaster-General will issue supplementary orders of a more stringent character than those now in force, It is understood that Judge Key will strongly urge Congress to amend the laws concerning lotteries, declaring all newspapers containing lottery advertisements of any character directly or redirectly to be unmailable. The postmasters of the principal cities have been instructed to collect statistics concerning the lottery traffic in order to submit them to Congress. Judge Key says that the public has very inadequate information re-garding the extent of this business, and that people will be estonished when the official exhibit is spread before them. In his opinion the responsibility his with those newspapers which publish the advertisements of the lottery companies, foreign and domes

A NOTE ON THE FISHERIES.

SECRETARY EVARTS PREPARING A DOCUMENT WHICH THE BRITISH GOVERNMENT WILL FIND IT HARD

[BY TELEGRAPH TO THE TRIBUNE.] Washington, Nov. 9 .- Secretary Evarts has now received the reports of the Collector of Gloucester and of Mr. Fisher, an expert on the fishery question, who were dispatched in July last to visit the inshore fishing grounds of the Dominion of Canada. He is now preparing a diplomatic note to the British

British Ministry a document which will be difficult

THE INLAND MAIL SERVICE. A RAPID INCREASE IN THE NUMBER AND LENGTH OF ROUTES-APPROPRIATIONS INSUFFICIENT-OCEAN MAILS.

[GENERAL PRESS DISPATCH.] Washington, Nov. 9 .- General Thomas J. Brady, Second Assistant Postmaster-General, has com pleted his annual report, covering the entire field of in land mail transportation. It shows that during the fiscal year which ended tast June, mail service was in operation in the United States upon 1,059 railroad routes, aggregating 79,991 miles, at a cost of \$9,567,590; and upon 112 steamboat routes, of a total length of 21,240 miles, at a cost of \$754,388, and 9,225 "star" Court of the United States. If the Postmaster-General is upheld, he will go on and adopt at a cost of \$6.401,830. The total increase as compared with the preceding year, was 479 routes, 14,745 miles

General Brady is of optaion that the postal require ments of the country will increase in a much greater ratio during the next fiscal year. He recommends appropriations of \$10,000,000 for railroad transportation, and \$7,375,000 for "star" service, which estimates are, respectively, 11 per cent and 25 per cent greater than

General Brady states that for several years a heavy British mail, destined for Australia, has been included with the United States mails and carried from New-York across the continent to San Francisco, by the carryment has been increased at the rate of about \$100,000 per annum. Through the competent representation of the interests of this country at the International Postal Congresses, the exceptional character of the service rendered by this Government in carrying the Australian mails, as herein expressed, has been recognized. The first importance, because the first thing an official | States Treasury the actual cost of doing the work, which to this time amounts to something over a quarter of a million doltars, and which service does not appear as same person has ever been filed or acted upon. This a credit to the item of railroad transportation; it is such in fact. General Brady theu says :

In fact. General Brady theu says:

It is frequently the case in regions comparatively new, that service is not required at the time of advertising more frequently than once or twice a week, and after the contract is entered into and the service is put in operation, population centres along the hue of the route and more frequent service becomes a necessity. Under sten circumstances it is clear that the rate that was reasonable for once of twice a week service through a sparsely settled region, becomes a very unreasonable basis upon which to increase the service when the circumstances under which it is to be performed are entirely element. I would therefore recommend that see the 3,960 be amented by adding after the semicolon following the word "department," the words "and the Postmester-General roay in his discretion rolet the service, advertising for proposals for thrify days in the new spapers at the termin of the route, or it there be none published at those points, then in others in circulation in the region to be supplied with the mails; the service to be awarded to the lowest responsible bidder, as usual.

The report states that the greater portion of the locks

The report states that the greater pertion of the locks the passage of the act the monthly average accumulation of business over that disposed of has been about 5,600 claims. The total number of arrearage claims agent filed up to the 31st of last month was 70,507, and the number adjusted was 61,201, leaving less than 10,000 arrearage claims now on file to be settled.

Some curious facts are disclosed by an examination of the figures accessible in the Pension Office. The instrumentality of the pension claims is disclosed by the marked failing off in the number of claims filed after the law reducing the agents? For six months previous to that event, the average number of claims filed was 1,567 per month, while for the six months following they averaged only 1,086.

For the month of June, 1878, the last month during which the Government held itself responsible for claim agents' tees, the number of claims filed was 2,156, while for July they numbered only 855.

WASHINGTON NOTES.

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WASHINGTON NOTES.

The National Fair closed yesterday with two races.
The Detroit Bridge and Tunnel Board of Engineers
bus been ordered to convene in Detroit, on November
18.
General Sherman, Commissions of the Market a drink. The Board reconvened with about one-half of the members present and approved the rotals given above. The vote for county officers was as follows: WASHINGTON, Nov. 9, 1879.
The National Fair closed yesterday with two races.

General Sherman, Commissioner of Internal Revenue Raum, and a number of other Government officials will leave Washington on Monday next to attend the reunion of the Army of the Tennessee, in Chicago.

that the British Government has issued orders prohibit ing the happetiation of sine p from the United States after November 23, 1879, except for slaughter. ofter November 23, 1879, except for stanguter.

The Sacs and Foxes, together with the delegation from the Iowa tribe of Indians, left Washington last

evening for their homes on the Nemaha Reservation, in Kansas and Nebraska. They have been convinced that it is better for them also remain where they are than to remove into the indian Territory.

SERIOUS AFFRAY AT BATH.

A serious quarrel took place yesterday morning at the Atlantic Hotel in Bath, L. I., between Edward Brokaw and John Betriefn. It appears that these men had a quarrel a few days ago, when both had been drinking heavily, and Brekaw was badly beaten. Yesterday they were engaged in a game of draw poker at the head, when a disgaged in a game of draw poker at the heael, when a dispute about he cards arose. Brokaw, age twenty-eight, who aves with his father, a hotel keeper at Graveend, said to Beurlein, "John, you beat me the other day when I was drunk, but Pil fight you now." After some hot words Beirlein put has mand in his pocket to draw his pistel, and found that some one had removed it. He then went to as house near by, and getting a double barrelled shot-gan returned and upon attempting to shoot Brokaw, the latter seized the barrel of the gun as it was discharged. The heavy lend of buckshot entered his grom, causing a dangerous wound. Beirlein expressed himseir as sorry that he had not killed Brokau outright, and apparently would have fired again if the gun had not been taken from file.

The wounded man was taken to the City Hospital, where studget he was in a critical condition

TELEGRAPHIC NOTES.

DOMINION RVE FOR ANTWERP. MONTREAL, Nov. 9 .- A steamer has been char-cred to take 70,000 bushels of tye from this place to Ant-JULIAN WAITING FOR BETTER WEATHER.

ST. JULIAN WAITING FOR BEITER WEATHER. SAN FRANCISCO, Nov. 9.—St. Julian's trot to be like own time has been postponed one week on account

MEMPHIS, Tenn., Nov. 9.—Eight deaths from pales fever occurred here during the wook examples in might, a majority being lingering cases.

WINNIFFG, Main., Nov. 9.—Fine samples of both hard and soft coar have been fraught here from somewhere on the flow of the Southwestern Rahway.

THE SALE OF A LIBERIAN BARK.

CHARLESION, S. C., Nov. 9.—The Liberian bark
Agor was soid yesterday for \$2.050, the Exodos Association
the former owner, being the purchaser.

the former owner, being the purchaser.

A BIG FAIR IN ALABAMA:

MONTGOMERY, Ala., Nov. 9.—1 me Alabama. State
For will open on Monday the 10th inst. The indications
point to the largest exhibition once lefts.

SUNDAY TRAVEL ALL RIGHT.

BALTIMORE, Nov. 9.—Yesterthay Judge Garry, of
the appellate court decided that the running of steamboats
and trains or Sunday is not a violation of law.

EMIGRANTS FOR THE GERAT CATTLE STATE.

NEW-ORLEANS, Nov. 9.—The steamship Nuerraberg, room Bremap, via Havre, brought 400 congrants, including eighty English of the farmer class, mossify for Texas.

A BRIEF SESSION OF A LEGISLATURE. A BRIEF SESSION OF A LEGISLATURE.

PROVIDENCE, R. I., Nov. 9.—The General Assembly held a special session yesterday and passed an act relative to the division of wards in Providence, and then adjourned.

to the division of wards in Providence, and then adjourned.

A WEEK OF FRAYER AT PETER-BERG.

PITTER-BUGO, Va., Nov. 9.—In accordance with
the recommendation of the International Convention of the
Young sten's Christian Associations, the present week is to be
observed here as a session of than signing and special player.

A SWIMMING CHALLENGE.

BOSTON, Nov. 9.—Weigh, the swimmer, challenges
Captain Boston to a swim of ten or twenty miles, maked on
in trubber serious, with paddles, for £1,000 + side, or Weigh wilbet 25,000 to 71,000 that he will swim thirty six mours haked
in the open sea.

in the open sea.

AN INJUNCTION UPON LIEUTENANT WILLARD,
ANINJUNCTION UPON LIEUTENANT WILLARD,
ALBANY, N. Y., Nov. 8.—The force under Lieutenant Wilsard of the United States fovernment, employed to direction the casine for the river, has been spound from dumping in the case channel. The various steamboat mass procured the injunction.

HANLAN'S PROGRAMME.

LONDON, Out., Nov. 9.—Hamlan says he expects to meet couriney this Fall and to defeat him in a fair race. He intends to go to Eagland to row again for The Sportaman's Cop, and also to Australia to row Trickett for the word's chammoniant, after which he will retire from the field as a seculor.

INJUNCTIONS UPON LOTTERIES SUSTAINED, the fishery controversy. In taking up this question, the Secretary now feels that his roadion is fully fortified with incontrovertible facts and statistics, and he will submit for the consideration of these states are submitted.

SEQUELS TO THE CAMPAIGN.

ALARM AT THE STATE CAPITAL. LARGE REPUBLICAN GAINS IN IOWA-OFFICIAL RE-

TURNS FROM NEW-JERSEY. The Democrats at Albany have become alarmed at the large Republican vote for State officers. Discontent is manifested by Tammany leaders in consequence of the losses which befell their ticket at the recent election. In Iowa there has been a Republican majority of 23,827, against 8,155 last year. The official returns from Hudson and Essex Counties, New-Jersey, are appended.

DEMOCRATS AT ALBANY ALARMED. THEY TELEGRAPH TO VARIOUS STATESMEN TO BE PRESENT AT THE COUNT IN WESTERN COUNTIES

ESTIMATES ON LIEUTENANT-GOVERNOR. ALBANY, Nov. 9 .- There was a behef here yesterday among Democrats that the delay in counting the election returns in various western counties of the State was simply for the purpose of "doctoring" the returns in order to elect Republicans. Most of the amounts appropriated by Congress for the current the Democratic State nominees accordingly joined in a dispatch to personal friends in each county asking their personal attendance at the counting of the vote by the Board of Supervisors of the counties. The gentlemen addressed are among the most prominent Democrats in the State. Among them are De Witt C.West, Judge Henderson, of Chantauqua; David Gray, of Buffalo; Senator Rames, of Rochester; E. M. Holbrock, of Ogdensburg; Stephen P. Arnott, of Chemung. It is believed by the State officials that the supervision of such gentlemen as these may prevent any miscounting.

The Journal's table of returns on the State ticket shows a plurality of 73 for Potter, but its editorials express a hope that Hoskins is elected and confidence in the election of the rest of the Republican

The Express (Rep.) makes the apparent plurality

for Hoskus 427.

The Argus (Dem.) has nothing on the subject in its Sunday edition.

An examination of the various Albany estimates of the vote for Lieutemant-Governor shows that the plurality for Potter in Kings County is put down at 11,516 or 11,645, instead of 10,581 as it ought to be. This correction in the activate first above. be. This correction in the estimate, first above named would give Hoskins a plurality of about 900. The Tributure has received no returns which change its estimates. As the official canvass in the several counties will take place to-morrow, the public will soon know all about the result in the State.

RETURNS FROM NEW-JERSEY.

OFFICIAL VOTE OF HUDSON COUNTY. The Hudson County Board of Canvassers ounsed the vote on Saturday. The result in the Assembly Districts was as follows (Republicans in roman and

Democrate in territory					
District. Member Elect.	Ren.	Dem.	In. R.	In. D.	Mnt.
1 Noah D. Taulor	052	1.188			216 D
II. Fat. Sheeran (L.D.)	392	2.20		11,204	1440 D
III *S.W. Sinising (LR.)	19.1.19	7.08	1,270	*****	140001-15
IV A. L. McDermott	1.204	1.330	*****		126 D
V. D. W. Lawrence	J.319	41114		******	680 R
Vi.,J. H. Potts	1,933	1,700		******	178 R
VII. J. Current, Jr	861	1,321	*****	510	(4604)
VIII. *Jos. Mecks	1.026	1,610	*****	*****	354 D
Total	8 (1991	0.176	1.970	1.720	
Plurality	-	550			
A SHADERLE SARARASANANA	*****	201717			

* Redected. 11,215 for Sheeran and 420 for J. A. McGrath C. D.) 1 Propulities. Ex-Assemblyman McDonald, who was defeated for reelection in the 11d Assembly District on the Democratic ticket, presented a protest to the Board against counting the returns from the First, Fourth, Sixta and Eighth Precincts of the district, and the paper was filed with County Clerk Brann. One hundred and seventy-two votes were east for Terence J. McGrath, and it was alleged that they should have been given to Terence J. McDonald. The chairman would not entertain a motion

Remail men rathern mente drechmones	4011 A32 51	COMMONWAY OF	SOOT:
Democrats in italien:			
District. Members-elect. Ren. 1 Thomas W. Lang-troth 1, 280 II John Gill 1, 820 III John Gill 1, 821 III 1, 83 III 1, 83 III 1, 83 III 1, 183 IV Wm H. Brosen 1, 273 V. James M. Paserson 1, 917 V. James M. Paserson 1, 917 V. Gottfried Krueger 1, 356 V. III 1, 184 1, 185	2,752	335 142 137 752 1.078 1.450	REEDEDED
W-1-1	19.779		

Egner (Dem.) was elected as Register by 1,660 major ity, Zuhek (Dem.) as Surrogate by 423 m jority, and Harrigan (Dem.) as Read Commissioner by 927 majority. The Greenback vote ranged between 251 and 398.

BROOKLYN'S VOTE FOR STATE OFFICERS. The vote in Brooklyn for State officers as published in THE TRIBUNE of Friday, November 7, was partly incomplete, as returns had not been received by the Police Board from all the election districts. The returns are now in, in full, though not officially an nonneed, and a revised table shows the following

	FOR GOVERNOR. Cornell31,509 Robinson41 809 Kelly5,617	EOR LIEUT'ANT-GOVERNOR. Hoskins
i	Robinson's plur10,390	Total a might by thoose
	FOR CONTROLLER. Wadsworth34,822 Olcott44,424	FOR SECRETARY OF STATE. Carr34,510 Beach44,802
i	Olcott's majority. 9,602	Beach's majority 10,283
8	FOR TREASURER. Wendell 34,545 Mackin 44,843	FOR ATTORNEY-GENERAL Ward
1	Mackin's majority.10,298	Schoonmaker's m.10,115
	FOR EN	GINEER.
	Soule	32,566 45,909

A HANDSOME MAJORITY IN IOWA.

REPUBLICAN PLUBALITY OF 72,514 AND A MA-JORITY OF 23,827 FOR GOVERNOR. The vote of Iowa for Governor last month compared below with the vote for secretary in 1878. Sovernor Gear (Rep.) is reflected by a plurality of 72,514 and a majority of 23,827. Official returns will

BITTERNESS OVER DEFEAT,

TAMMANY HALL DIVIDED AND UNHAPPY, AND THE VING HALL NO BETTER OFF.

The mutterings of dissatisfaction which were heard in the Tammany organization before election in account of the county ticket nominated, have since led to almost open revolt. There is generally bitter disap continent among aspirants who fall of obtaining nominations, but this feeling was unusually great in the Tam many ranks this year, and the anticipation of it prob ably led Mr. Kelly to secure the postponement of ble county convention to a date only a few days previous to the election. The number of the malcontents this year has been greatly augmented by those defeated at the polis and their friends who were prouised appointments The first meeting of the Tammany Committee on Organization held since the election gave opportunity o the disappointed members for some plain speaking such as is not often heard within the secret chambers of the great wigwam. This might not have reached the sublic cars had it not been continued since in the bar coms and other piaces where the politicians usually ongregate. At the meeting of the committee, Edward Kearney, who is a staunch friend of Mr. Kelly, is said to save made a speech in which he remarked that the future lite of the organization depended largely upon the

infusion of new blood, and that men who had long held way to more promising members. Coming from Mr. Kearney, this speech is said to have been regarded as inspired by Mr. Kelly, and some of the defeated candidates took offence at it. Alderman Roberts, the defeated candidate for Sheriff, thought that it was not so much new life that was wanted as fair play and honesty within their own ranks. He is said to have charged that Coroner Woltman and Alderman Keenan deliberately sold out the other candidates in the hope of get-ting themselves elected. Such treachery, he thought, ought to be punished. This charge of treachery on the part of some of the candidates has been the cause of much ill-feeling among the Tammany Hall followers since the election. In Coroner Woltman's district he and Keenan ran far ahead of their ticker, while Peter Bowe, the Anti-Tammany candidate for Sheriff, also ran in a similar ratio ahead of his ticket. This was the case in some other districts, and the charge is that Keenan and Woltman traded with the Anti-Tammany candidates. The same thing was done by many of the Dis-

in some other districts, and the charge is that Keenan and Woltman traded with the Anti-Tammany caudidates. The same thing was done by many of the District Aldermen.

Mr. Keenan claims that his large vote was due to personal popularity, but the other candidates ridicale this statement. Coroner Flanagan stood ready, it is said, to go over to the Anti-Tammany organization up to the hour when his nomination was torced on the Tammany Convention, and this has airrayed a strong opposition against him in the Tammany ranks. At the meeting of the committee these matters were only partially discussed, as Mr. Kelly frowned down any such attempts at free speech. There was a probability that the discelling would again break out at the General Committee meeting Hursday night, but after a session of a lew actual at meeting can be neld with safety. It is said some or the late candidates on the Tammany ficket are not on speaking terms at present. Alderman Roberts claims that the large assessment on him was parrly med to help elect candidates on the other treket, especially his opponent, Peter Bowe. Keenan was Roberts's competitor for the Tammany nomination for Sheriff, and it is asserted that he rook his revenge for his defeat in the nominating convention by helping to deient Roberts at the boils. He wants now to be made President of the next Board of Aldermen as a compensation for not having been nominated for Sacriff.

While this distriction exists in Tammany Hall, the Irving Hall men are far from being happy. Casting about for something on which to lay the biame of defeat, they are publicly claiming that there has been measured for Sacriff.

The remaining defeat to other causes, and like Tammany, their wrincipal complaint is that of treachery. Their State Committee, they charge, was weak and ineffection, and the chairman, Mr. Fanikner, totally unfit for the place he occupied. They say that the results accomplished are entirely out of proportion to the amount of money spent on the campaign; and that up to a short time before tee was jurnished with a large amount of money, and the defeat of the Auti-Tammuny Aldermen and other candidates is ascribed to them. Messrs, Wickham and O'Brien are denounced without stat.

A GREAT RAILWAY BRIDGE BROKEN.

A TRAIN OF CARS WRECKED-LOSS OF LIFE. St. Louis, Nov. 9.-Last night while an extra train with engine No. 107, under charge of Con-unctor Kimiey and Engineer Plowman, was crossing in an eastery director the St. Louis, Kalassi City and Northern Railroad verdee over the Missouri River at St. Charles, the west apan of the main structure suddents gave way, precipitating seventeen cars of the state, a caboose and even men into the river. The engine and one car, with the conductor, engineer and fireman, were saved by the breaking of the connection between the cars. Three dead bodies and firrer men leady noticed have been recovered from the river.

Later-A visit to the St. Charles Bridge thecloses a terrible wheek. The bridge proper is an fron Howe truss of three spans. The truss that fell seems to have lost its bearing on the piers on both ends at the same time; for it lies in the river in a horizontal position, and we full of cars as it was before it left, its rest upon the piers. The cause of the accident is not known, but C. Shaler Sauth, of the Raitmore Bridge Company, under whose personal supervision the bridge was constructed, thinks it was occasioned by a truck on a car leaving the track. Conductor Kinley, however, testified before the coroner's jury this attenuou that the train was all right when it entered on the bridge. Another theory is that the bridge was strucked by lightning, a very heavy story having prevailed about an hour before the deaster.

The mares of those who were in the caboose when it Bity and Northern Railroad bridge over the Missouri

the totals given above. The vote for county officers was as follows:

Director at Large.

E. F. McDonald (Den. 11.518)
A. Inguesten (Rep. 1.0.614)
Cleveland (Sem. 11.618)
A. Inguesten (Rep. 1.0.614)
A. R. Cheveland (Sem. 11.618)

AN ATROCIOUS MURDER IN MAINE.

THE OLD FOREMAN OF A MILL BUTCHERED IN ORDER TO OBTAIN THE KEYS TO A SAFE-ONE OF THE MURDEREES CAUGUT.

BANGOR, Me., Nov. 9 .- The murder of James J. Morris in Bradley on Friday night has caused great excitement in this vicinity. The victim was found on Saturday meraing lying about twenty feet from a path leading from the mill to his boarding-house, the throat was cut from ear to ear. There was a trightful wound on the back of the bead at the base of the brain, mother over the left ear, either of

the base of the brain, another over the left ear, either of which would have caused death. Everything of value was removed from his nerson, and the inurderer took his keys and wint to his offlee, opened the safe, secured about \$1,000, and made his escape, Of this money, \$371-31 belonged to Messis, Cutter & Eddy, proprietors of the mill, where Mr. Morris was foremen, and the balance to the towy of Bradley, Mr. Morris being collector and freesurer. After inking the money the murder, a threw the keys a nwax, and it was necessary to get a machinist to open the safe.

A Frenchman named Joseph Bouleau was arrested

Sanday morning on the train at Newport, on suspleion, and brought to this city. Sufficient evidence was found on his person to convict him. His clothes were stained with blood in several places, and one rubber with blood in several places, and one rubber which he were over his boot, had a large spot of blood on it. A small leather wallet containing some \$80 was found in his pocket, and \$13 in his vest pocket. The wallet also contained a sing ent from a newspaper, announcing the marriage of the victur's son, Mr. Charles Norris, how residing out West, and also a sing on which was written the names and date of birth of the several members of the Norris family.

family.

Boulean talks lattic, and has no regard for the truth when answering questions. He tries to make the officers think he knows nothing about the affair. He has been employed about the anti-for two years, and among the citizens of Bradley has beene the regulation of being a desperate character. He was discharged from the built Thursday, and look two trunks away from his boarding place on Friday.

CRIMES AND CASUALTIES-BY TELEGRAPH.

A PHYSICIAN DANGEROUSLY POISONED.

MONTHEAL, Soy, 9, Dr. Craik, Professor
Antony at Medili College, bas been dangerously poiso
while bractising dissection.

THE SUDDEN DEAT 4 OF AN ITHACAN,
BUFFALO, N. Y., Nov. 7.—W. J. Brown, of Ithaca,
was found dead in his room at Bonney's Hotel yesterday,
cause, congestion of the lungs. PROVIDENCE, h. I., Nov. 9.—Stephen Burt committed suicide in Woomsocket, R. I., on Saturday. He was drugged and robbed in Quinsignment last July, and never faily recovered.

Many recovered.

PATAL TUGBOAT EXPLOSION.

MONTREAL Nov. 9.—An explosion occurred on bond the steam-tug brandless yesterday caused by the pipe conveying water to the boller giving way. The fireman, manon bregarion, was scaled to death.

manied bergerion, was scaled to death.

ANOTHER CONNECTICUT VICTIM.

MERIDI'S, Comb., Nov. 9.—Drs. P. A. and T. B.
Jewett have made a post-mortem examination of the body of
James D. Leidg, of Waltardind, who was ionaid dead in a barn
Thresday. There is suspicion of tout plus.

A SAVAGE FIGHT WITH OUTLAWS.

SAN FRANCISC., Nov. 9.—A report, not fully verified, has been received bere from Enrean that the outlaws who
recently and a night with the Sheriff's pusses have been overtaken near ited Mountain and all of them killed.

taken near ites Monntain and an of them since.

A BEAUTIFUL GIRL KILLS HERSELLF ACCIDENTAILLY.

RICHMOND, Va., Nov. 6.—Miss Salina Coles, a daughter of Peyton Coles, of Albernarie, a beautifully unit field connected with the leading amilies of the state, has accidentally shot and failed herself at her father's residence.

A VIRGINIA MURDERERER HELD FOR TRIAL.

PUTER-RURG, Va., Nov. 9.—The examination of twenty-seven winesses in the case of James M. Young, the murdeer of George funion, ended yesterday. The case was continued to the January term, and the brisoner was remained to life. midded to jail.

RAILWAY ACCIDENT IN VIRGINIA.

ORANGE COURT HOUSE, Va., Nov., 9.—A freight train on the Virginia Middaod met with an accident Friday night near Rapaian Station. The cabrose and one car went down an embankment, sectionsly injuring the conductor, Witterfield, and brakeman, Traverse,

DISASTERS ON THE OCEAN.

MANY LIVES LOST IN TWO VESSELS.

THE STEAMSHIP ARIZONA STRIKES AN ICEBERG-BUT REACHES NEWFOUNDLAND IN SAFETY-MORE SERIOUS ACCIDENTS TO A CHARLESTON STEAMSHIP AND A WHALING VESSEL-THIRIY-TWO LIVES LOST IN THE CHAMPION AND FIF-TEEN IN THE PETREL.

The steamship Arizona, which sailed from New-York on Tuesday last for Liverpool, put into St. Johns, Newfoundland, yesterday morning for repairs, having struck an iceberg Friday night. No one on board was injured. The cargo is also safe. The passengers will be transferred to other steamers this week. Thirty-two lives were lost by the sinking of the Charleston steamship Champton on Friday by a collision with the bark Lady Octavia. The Champion sank in a few minutes after she was struck. The schooner Petrel, bound from New-Bedford to the Cape de Verde Islands, was wrecked recently with a loss of fifteen

PARTICULARS OF THE COLLISION. THREE WEEKS NEEDED FOR REPAIRS-OTHER

STEAMERS TO CALL FOR PASSENGERS. St. Joun, N. F., Nov. 9 .- The Guion Line steamer Arizona, Captain Jones, which sailed from New-York on Tuesday last for Liverpool, put in here this morning. She struck an iceberg on Friday

night and stove in her bow.

No person was hurt, and the cargo is all right. It will take possibly three weeks to repair the damage to the vessel. Some of the passengers will be forwarded by the steamer Caspian from St. John on Thursday next, and the remainder will be sent by the Nevada, which is to sail from New-York on Tuesday next and will call here for them. S. B. Guion, managing owner of the line, is among the passengers on the Arizona.

FURTHER DETAILS.

PERFECT ORDER MAINTAINED-NO ONE INJURED. St. John, N. F., Nov. 9 .- On Friday evening, 7th inst., the steamer Arizona, on her way from New-York to Queenstown, when in lat. 47°, long. 45° west, struck a large iceberg. The night was very dark, and the iceberg was not perceived until it was too late to lessen the speed of the vessel materially. The result of the collision was considerable damage to the bow of the Arizona, and althought it was found on examination that there was no leakage beyond the collision bulkhead, it was considered more prudent to make for this port and repair the damage before proceeding. Notwithstanding the shock was very severe, and it took some time to ascertain the extent of the accident, all on board behaved with perfect composure. No injury has been sustained by either the passengers, crew or

DESCRIPTION OF THE VESSEL. The Arizona is one of the best known steamers trading between this port and Liverpool, Except the Great Eastern she is the largest steamer afloat, and was built both to carry a large number of passengers as well as a great quantity of grain and other merchandise. She is 405 feet long and 6,000 tons burden; her engines are 7,000 horse power. She can carry 160 first-class and 100 second-class passengers. The saloon occupies the entire breadth of the vessel, and is handsomely furnished. The vessel has strong bulkheads, and is furnished with all recent improvements that promote comfort and safety. The Arizona arrived at this port for the first time on June 8, having made the voyage in 7 days, 11 hours and 22 minutes. She sailed again June 17 with a large number of passengers. While in port she was open to public inspection, and was visited by many persons interested in the transatlantic trade,

The Arizona is divided into nine separate airtight compartments, so that in case of collision she may be able to remain affoat. She has accommodation for about 1,700 steerage passengers, but it is probable that there were not many on board this time, the tide of emigration being now westward.

LIST OF PASSENGERS. The following are the passengers on the Arizona :

concers on the Arizona;

Kirk, G.
Lamb, Mrs.
Landenmeyer, H.
Lippincott, Mr.
Lord, the Rev. W. H.
Lyon, John L.
McCrea, John E.
Mackney, G.
Malone, R.
Masters, S. C.
Monkman, Mrs. S.
Morkman, Mrs. S.
Morkman, Charles
Owen, Charles
Owen, Affred
Owen, Grantham
Owen, Wallace
Porteons, Mrs.
Potter, Mr. and Mrs. E. O.
Qulin, Mrs. A.
Radeliffe, Mr. and Mrs.
Brainard and two children
Readman, Mr.
Remant, Mr. rton, Archie Readman, Mr. Readinal, Mr.
Remailt, L.
Renwick, J. R.
Robertsen, Mrs. H.
Robertsen, Mrs. H.
Robertsen, Mrs. H.
Robert, William
Ross, the Rev. J. M.
Salacibaca, H.
Seymour, Charles J.
Sanclair, William E.
Steele, Peter E.
Stephenson, G.
Tevin, Miss B.
Troster, Mrs. B.
Troster, Mrs. W.
Trotter, Mrs. and Mrs. W.
Trotter, Mrs. Joseph W.
Weil, Mr. and Mrs. Sylvain
Wheatley, Mr. and Mrs. Sylvain
Wheatley, Mr. and Mrs. Win.
Whittlesey, F. Giron, Mass
Haddwin, Miss
Hall, Mr. and Miss John
Hall, S. J.
Hart, R. W.
Homer, Thomas
Horner, Robert J.
Ingaam, S. S. Jr.
Jones, John Lee
Kafka, John
Kudie, Miss

SUNK BY A COLLISION. THE STEAMSHIP CHAMPION AND BARK LADY OCTA-VIA COME TOGETHER WITH GREAT FORCE-THE

FORMER SUNK AND THE LATTER DISABLED-THIRTY-TWO PERSONS SUPPOSED TO BE LOST. Dispatches were received in this city Saturday morning stating that the steamship Champion, which sailed from New-York on Thursday at 5 p. m. for Charleston, S. C., with seventeen passengers and an assorted cargo valued at about \$100,000, had been sunk by a collision about thirty miles from Cape Henlepen, on Friday morning, and that thirtytwo out of fifty-seven persons on board were lost. It was not until the arrival of Captain R. W. Lockwood and seventeen others of the survivors from the Champion, at the steamship company's office, about 4 p. m., on Saturday, that full details could be obtained as to the nature of the disaster, and the probable loss of life, The list of passengers, officers and crew was obtained, but the residences of only a few of them could be learned. Passengers simply give their names and destinations when taking passage, and no record of the residences of the officers and crews is kept at the office.

The survivors were in a haif-elad and wretched condition, having been obliged to abandon their vessel without warning in the darkness of night, and barely escaping with their

which we afterward found was the British bark Lady Octavia-under full sail and heading right toward us from an opposite direction, I signalled the engines to stop and reverse. In another moment the bark had struck us at the starboard cat-head. and stove our bows in clear below the water line. I ordered First Mate Leonard forward to ascertain if the Champion was making any water, but before down. I then ordered Second Mate Miller to clear away the boats and life-raft, and ran to the cabin and ordered everybody to come on deck without stopping to dress as the vessel was sinking rapidly. The pows at this time were under water and I began to distribute life-preservers freely, as there were plenty of them. In another moment there was a great rumbling and crashing caused by the water forcing itself through the vessel, and then the steamer went down.

There was no time to lower the boats, and had not

the falls been cut by Mr. Miller, they would have

PRICE FOUR CENTS.

gone down with the ship. Everybody who was on deck was thrown into the water and all struggled to save themselves with benches and life-preservers which they secured before the vessel sank. Of the steamship nothing could be seen above the water except the cap of her main-topmast. How long I was under water I don't know, as I first became conscious of my safety by being hauled up in the liferaft by Officer Miller. Hammond, the chief cook, was next rescued by Miller and myself. We then picked out of the water Citef Engineer Reeve, First-assistant Engineer Bunce, seamen Mackmann, Luke Kelly and John Foster. The Lady Octavia shortened sail immediately after the collision and lowered her boats to help rescue the people of the Champion. After remaining in the vicinity until daylight, and succeeding in picking up twenty-four persons, the bark, in a leaking condition, set sail again and headed for the Breakwater. Two of the crew and four of the passengers, one of the latter being J. B. Horan, were transferred to the bark Petit Codiac, bound for Philadelphia. I think the bark could have avoided the collision if she had made the ef-

ACCOUNTS BY OTHERS ON BOARD. Second Officer Miller, in addition to confirming Captain Lockwood's statement, said that he was asleep when the collision occurred and immediately sprang to the deck. After being ordered to clear away the boats and life-raft, he ran aft with two axes for this purpose, and ordered one of the sailors by their bows, but in a moment the Champion backed away and began to sink. He had great difficulty in cutting the lashings of the boats, but got them clear as the vessel went down. Every effort was made to get the passengers on deck. The life-raft caught under the main stay as the steamship sank, and as it was about being carried under with him on it, he succeeded in getting it clear. After the persons mentione i by the captain had been rescued a life-boat was picked up and bailed out, and then the raft was towed around the wreck in hopes of saving other passengers. Three men were picked up by the life-boat, and the voices of several others were heard who could not be

Chief-Engineer Reeve was awakened by the signals to stop and reverse the engines, and jumped from his berth and ran to the engine-room. After an examination it was found that water was rushing into the vessel, and then all the pumps were

ing into the vessel, and then all the pumps were started. In another minute the water had filled the fire-room and put out the fires and driven everybody on deck. It had hardly time to grasp a settee, as a life-preserver, before the vessel went down. After being in the water a short time, and becoming thoroughly childed and exhausted, he was resemed by the life-raft. While searching around the ship for other people, the Octavia's beats picked up two loads from the water.

Richard Owen, one of the two cabin boys, nineteen years old, was asleep in the forecastle at the time of the collision, with John Thompson and Charles Ehler, both of whom were transferred to the Petit Codnac. Ehler was in the bottom berth, and unable to get out because of the broken timbers around him. He cried that he was not hurt, and if somebody would take the timbers away he would be all right. Owen jumped through the hole made in the bow of the Champion, and scrambled up to the decks of the bark by the chains. In another moment the water swept away the broken timbers from Ehler and he escaped.

NABERTIVE OF A PASSENGER.

NARRATIVE OF A PASSENGER.

Joseph Mitchell, one of the cabin passengers and a turf reporter, on his way to Columbia, S. C., made the following statement yesterday: "On Thurs-day night I retired at 9 o'clock. I felt very nervons and could not sleep. Friday merning at 3 o'clock I felt a sudden thud-not enough to awaken me had I been sleeping. I jumped up, opened the door, and heard the stewardess exclaim: 'My God, we are sinking.' I rushed up on deck and saw the ship going down, bow first. I climbed up the main deck that was still above the water, and caught hold of the iron railing around the stern of the ship, but a heavy wave came and broke my hold. I then swam around for a few minutes, and was grasped by the arm by some one, who carried me down. By a sudden jerk I released myself from his or her grasp and came to the surface, and no sooner reached it than another wave came which threw me on a window-sash which was floating in the water. It was from one of the windows of the ill-fated vessel. I lay upon it completely exhausted, but was suddenly aroused by the shouting of some one near me. I then heard two voices cry out, Don't lie on this, but get off and catch hold with your hands and give us a chance to do the same; for if you lie on it and we catch hold it will certainly sink,' I obeyed the orders of the perishing certainly sink.' I obeyed the orders of the perishing men. Every wave that came washed away out grasp, but all of us being apparently expert swimmers, managed to regain our hold on the sash. We saw a rowboat coming near us, but when it was within a few feet of us it turned away. Apparently the men in it lost sight of us, for I think we went down once again with the sash; but we kept up a continual screaming, and again they came to the rescue, and this time succeeded in grasping us. When in the rowboat I immediately became unconscious, and did not become conscious until I found myself on board the Petit Codiae, having been transferred to the Lady Ociavia and then to the Petit Codiae.

been transferred to the Lady Ociavia and then to the Petit Codiac.

"The shricks of the perishing men and women during the stoking of the ship were heartrending. The passengers were left to take care of themselves at the time of the collision. The most putful of all was the loss of Miss Mikeli and her mother. I do not believe they left their betth, for there was nothing to awaken anyone until the ship was nearly covered up by the water, and then the whistle began to blow, and kept up a continual blowing antil stopped by the rolling waters. It was a most beautiful morning. I could distinctly see the Lady Octavia mear us, and the Petit Codiac in the distance. The first thing I remarked when I came on deck was 'How could such an accident occur in this light, where everything around can be seen?' In conclusion I assert that the accident occurred through gross neglect and carelessness."

STORY OF THE LADY OCIAVIA'S CAPTAIN.

STORY OF THE LADY OCTAVIA'S CAPTAIN. An Associated Press dispatch from Philadelphia says that Captain James Johnson, of Greenock, the master of the Lady Octavia, makes the following statement : "My ship arrived at the Delaware Breakwater

from Rio Janeiro, for orders, on October 23, and sailed for New-York about 10 o'clock on Thursday night last. About quarter-past 2 o'clock yesterday morning, when we had sailed about thirty miles, of night, and barely escaping with their lives. The five lady passengers and all of the other passengers, excepting four, were lost. The accident occurred about 3 a. m., when all of the passengers and a part of the crew were sleeping soundly. The details of the disaster are presented clearly in the following statements:

NARRATIVE OF CAPTAIN LOCKWOOD.

Captain Lockwood said: "The Champion sailed from New-York on Thursday evening, two days before it was first intended to start, because of the great accumulation of cotton at Charleston, which demanded extra carrying facilities. Thursday night was clear. I was on deck until 3 a. m. on Friday, when I went to my room. I had not been from the deck five minutes when the look-out hailed 'Sail ahead!' I sprang into the pilot-house, and, seeing a vessel—

I sprang into the pilot-house, and, seeing a vessel—

In the collision occurred. The night was clear and warm, and the moon was shining brightly. We were moving at the rate of three and a haif warm, and the moon was shining brightly. We were moving at the rate of three and a haif reported a steamer ahead ten minutes before the call and not mine, and we approached each other, but immediately before the crash the man on the lookout of my vessel reported the steamer's starboard light from our port bow, and then she before it was first intended to start, because of the great accumulation of cotton at Charleston, which demanded extra carrying facilities. Thursday night was clear and warm, and the moon was shining brightly. We were moving at the rate of three and a haif warm, and the moon was shining brightly. We were moving at the rate of three and a haif warm, and the moon was shining brightly. We were moving at the rate of there and a haif warm, and the moon was shining brightly. We were moving at the rate of there and a haif warm, and the moon was shining brightly. We were moving at the rate of three and a haif warm, and the moon was shining brightly. the collision occurred. The night was clear and